

The Hongkong Telegraph.

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TUESDAY, APRIL 14, 1908.

二拜禮

號四十月四英港香

\$10 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP Yen 24,000,000
RESERVE FUNDS " 15,120,000

Head Office—YOKOHAMA.

Branches and Agencies:
TOKIO. CHEFOO.
KOBE. TIENTSIN.
OSAKA. PEKING.
NAGASAKI. NEWOHANG.
LONDON. DALNY.
LYONS. PORT ARTHUR.
NEW YORK. ANTUNG.
SAN FRANCISCO. LIOYANG.
HONOLULU. MUKDEN.
BOMBAY. TIE-LING.
SHANGHAI. CHANG-CHUN.
HANKOW.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.

On fixed deposit—
For 12 months 5% p.a.
" 6 " 4% " "
" 3 " 3% " "
TAKEO TAKAMICHI,
Manager.
Hongkong, 23rd March, 1908. [23]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP GOLD \$3,250,000
ABOUT MEX \$7,222,222

RESERVE FUND GOLD \$3,250,000
ABOUT MEX \$7,222,222

HEAD OFFICE:
60 WALL STREET, NEW YORK.

LONDON OFFICE:
THREEDNEEDLE HOUSE, E.C.

LONDON BANKERS:
BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF
ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE
WORLD.

THE Corporation transacts every Description
of Banking and Exchange Business.

Money is received in Current Account at the
rate of 2% per annum on daily balances and ac-
counts Fixed Deposits at the following rates:—

For 12 months 4 1/2 per cent. per annum.
" 6 " 4 " " "
" 3 " 3 " " "

No. 9, Queen's Road Central,
Hongkong.

W. M. ANDERSON,
Manager.
Hongkong, 8th April, 1908. [25]

NEDERLANDSCHE HANDEL- MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL Fl. 45,000,000 (£3,750,000).
RESERVE FUND Fl. 5,378,375
(about £448,000).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai,
Rangoon, Samang, Sourabaya, Cherbon,
Tegal, Pecalongan, Pasadenan, Tjilatap,
Padang, Medan (Deli), Palembang, Kota-
Radja (Achey), Bandjermasin.

Correspondents at Macassar, Bombay, Colom-
bo, Madras, Pondicherry, Calcutta, Bang-
kok, Saigon, Haiphong, Hankow, Amoy,
Yokohama, Kobe, Melbourne, Sydney,
New York, San Francisco, &c.

LONDON BANKERS:
THE UNION OF LONDON AND SMITHS
BANK, LIMITED.

THE Bank buys and sells and receives for
collection Bills of Exchange, issues
letters of credit on its Branches and cor-
respondents in the East, on the Continent, in
Great Britain, America, and Australia, and
transacts banking business of every description.

INTEREST ALLOWED.
On Current Accounts 2% per annum on daily
balances.

Fixed Deposits 12 months 4 1/2 per annum.
Do. 6 do. 4 do.
Do. 3 do. 3 1/2 do.

J. L. VAN HOUTEN,
Agent.

Hongkong, 18th November, 1907. [26]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000
RESERVE FUNDS " 13,500,000

STERLING
£1,500,000 at 2/- = \$15,000,000
SILVER \$13,500,000

RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS:
Hon. Mr. Henry Kewick, Chairman.

E. G. Barrill, Esq., Deputy Chairman.
G. F. Frieland, Esq., R. Shewan, Esq.,
A. Fuchs, Esq., H. A. W. Slade, Esq.,
C. S. Gubbay, Esq., H. E. Tomkins, Esq.,
C. R. Leemann, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH
MANAGER:
Shanghai—H. E. R. HUNTER.

LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 per cent. per Annum.
For 6 months, 3 per cent. per Annum.
For 12 months, 4 per cent. per Annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 27th March, 1908. [24]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST ON deposits is allowed at 3 1/2 PER
CENT. per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 12th January, 1907. [28]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,200,000
RESERVE FUND £1,475,000

RESERVE LIABILITIES OF PROPRIETORS
TORS £1,200,000

INTEREST ALLOWED ON CURRENT
ACCOUNT at the rate of 2 per cent. per
annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.
" 6 " 3 1/2 " " "
" 3 " 3 " " "

JOHN ARMSTRONG,
Manager.

Hongkong, 6th January, 1908. [29]

DEUTSCHE ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin, Calcutta, Hankow, Hongkong,
Kobe, Peking, Singapore, Tientsin,
Tientsin, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND
BANKERS:
Koenigliche Seehandlung (Preussische
Staatsbank).
Direction der Disconto-Gesellschaft.
Deutsche Bank.
S. Bleichroeder.
Berliner Handels-Gesellschaft.
Bank fuer Handel und Industrie.
Robert Warshawsky & Co.
Mendelssohn & Co.
M. A. von Rothschild & Soehne, Frankfurt
a/M.
Norddeutsche Bank in Hamburg, Hamburg.
Sal. Oppenheim Jr. & Co., Koeln.
Bayerische Hypotheken und Wechselbank,
Muenchen.

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
THE UNION OF LONDON AND SMITHS BANK,
LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY.
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.

A. KOEHN,
Manager.

Hongkong, 4th December, 1907. [30]

Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI, MOJI, KOBE & JAPAN	Capt. C. T. Denby, R.N.R.	About 14th April	Freight and Passage.
YOKOHAMA			
SHANGHAI	OCEANA Capt. W. Hayward, R.N.R.	About 16th April	Freight and Passage.
MARSEILLES and LONDON	MALTA Capt. C. H. S. Toccoe	18th April Noon	See Special Advertisements.
MARSEILLES, LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	PERA Capt. W. M. Cooke, R.N.R.	About 26th April	Freight only.

For Further Particulars, apply to
F. J. ABBOTT,
Acting Superintendent.
Hongkong, 11th April, 1908. [7]

Intimations.

LANE, CRAWFORD & CO.

FINEST GROUND

COFFEE

IN 1lb. TINS.

ROASTED & GROUND ON OUR
PREMISES.

We Guarantee the Absolute Purity of our
Coffee which contains Genuine MOCHA
and JAVA Beans only.

FRESH GROUND DAILY.

LANE, CRAWFORD & CO. [38]



Telephone
No. 75.

CHAMPAGNES,
SHERRIES,
MADEIRAS,

HOCKS & MOSELLES,
BRANDIES,
GINS,

MADEIRAS,

WHISKIES,

PORTS,

VERMOUTHS,

CLARETS,

BITTERS,

BURGUNDIES,

LIQUEURS,

ALES, BEERS & STOUTS.

CALDBECK, MACGREGOR & CO.,

WINE AND SPIRIT MERCHANTS,

15, Queen's Road Central.

Hongkong, 11th April, 1908. [40]

THE CITY OF PARIS,
PARISIAN DRESSMAKERS AND COURT MILLINERS,
2, PEDDER STREET, MADAME FLINT, MANAGERESS.

Just Unpacked from Paris ex s.s. "Tonkin"

A LARGE LOT OF

NEW SPRING GOODS. [41]

CHAMPAGNE.

G. H. MUMM & CO.

THE MOST POPULAR WINE.

Can be had in the following qualities:
EXTRA DRY (Gout American).
BRUT (Cordon Rouge).

Sales in the United States exceed the total of
all other Brands.

Served in all Clubs and First-class Hotels,
and obtainable at all Wine Merchants in the
Colony, and from Shewan, Tomes & Co. sole
agents. [42]

Shipping—Steamers

HONGKONG, CANTON, MACAO

AND

WEST RIVER STEAMERS.

HAVE YOU DECIDED WHERE
YOU ARE GOING FOR YOUR
EASTER HOLIDAYS?

This is a good opportunity of visiting CANTON.
CHEAP RETURN TICKETS available from Thursday, the 16th, to Monday, the 20th
instant. FIRST CLASS RETURN FARE \$10.
Only Returned Tickets sold at this Reduced Price.

SPECIAL CHEAP EXCURSIONS TO MACAO.

On EASTER SUNDAY, the Company's S.S. "HEUNGSHAN" will depart from the
Company's WHARF at 9 A.M. Returning from Macao at 5 P.M.
A Military Band will play selections of Music during the Trip.
Popular Excursion Rates as usual.

On EASTER MONDAY, the Company's S.S. "SUI-AN" will depart from the Company's
WING LOK STREET WHARF at 9 A.M. Returning from Macao at 5 P.M.
Popular Excursion Rates as usual.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and
from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf. This steamer connects
with the returning steamer from Macao.

SPECIAL CHEAP ROUND TRIP From HONGKONG to W. CHOW via CANTON.

Return Tickets \$30 FIRST CLASS.
S.S. "SUI-AN" leaving Canton FRIDAY, 17th April.
The Trip from Hongkong takes five days and allows 500 days' stay
at Canton.
This is the Best Time in the year to see the West River.

Further particulars and Tickets may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO.,

HOTEL MANSIONS,

or

THOMAS, COOK & SONS,

DES VUEX ROAD. [6]

Hotels.

KOWLOON HOTEL,

HONGKONG.

NEEDS NO ADVERTISING.

World-Wide Reputation.
The only First-class Hotel in Kowloon.
Most Charming and Popular Resort in the
Colony.
Electric Lights, Fans and Call Bells.
Bath Rooms attached to Each Room.

Unrivalled for Comfort and Cuisine.
Thoroughly Up to Date with Every Modern
Luxury.
Billiards and Bowling Alleys.
Moderate Terms and No Extra.
Modern Management.

Telegraphic Address:

"CHEF" HONGKONG.

Telephone No. K4.

O. E. OWEN,

Proprietor. [14]

VICTORIA HOTEL,

(TELEGRAMS—VICTORIA—SHAMEN),

SHAMEN, CANTON.

ON THE BRITISH CONCESSION.

H. HAYNES,
Manager.

MACAO HOTEL,

(TELEGRAMS—FARMER—MACAO).

MACAO, CHINA.

IN THE CENTRE OF THE PRAIA GRANDE.

BOTH HOTELS ELECTRICALLY LIGHTED AND UNDER EXPERIENCED
EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND
TOURISTS.

Wm. FARMER, Proprietor. [1]

HOTEL CRAIGIEBURN,

PRUNCE'S GAP, the PEAK, near the TRAM TERMINUS—Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1907. [43]

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Military Band during dinner on Saturday Nights.

Hongkong, 21st June, 1907.

A. F. DAVIES,

Manager. [3]

CONNAUGHT HOTEL,

HONGKONG.

A FIRST-CLASS EUROPEAN HOTEL

SITUATED IN THE MAIN STREET NEAR THE BANKS AND PRINCIPAL OFFICES.

STRICTLY EUROPEAN MANAGEMENT.

Wines and Spirits of the very Best Quality.

Bath to Every Room.

Hot and Cold Water Throughout.

Hotel Launch Meets all Steamers.

Special Terms for Tourists and Parties or Families.

For Terms APPLY TO—

THE MANAGER & AGENT

Intimations.

Wm. Powell, Ltd.,
ALEXANDRA BUILDINGS.

Special Display of Blouses.

MUSLIN BLOUSES IN ENDLESS VARIETY.

Smart Models, Correct in Style, Perfect Fit.

WASHING BLOUSES, MUSLIN BLOUSES, LACE BLOUSES.

The House for Novelties.

W.M. POWELL, LTD.,
Des Voeux Road,
and
28, Queen's Road,
HONGKONG.

Hongkong, 7th April, 1908.

Intimations.

FIRE INSURANCE ASSOCIATION OF HONGKONG.

NOTICE is hereby given that FIRE INSURANCE OFFICES will be CLOSED for the Transaction of Public Business on GOOD FRIDAY and EASTER MONDAY, the 17th and 20th instant, respectively.

By Order,
A. R. LOWE,
Secretary.
Hongkong, 11th April, 1908. [418]

BANK HOLIDAYS.

IN accordance with the provisions of Ordinance No. 1 of 1875 the EXCHANGE BANKS will be CLOSED for the Transaction of Public Business on GOOD FRIDAY and EASTER MONDAY, the 17th and 20th instant, respectively.
Hongkong, 10th April, 1908. [408]



ON H.M. SERVICE.

WANTED.

ASSISTANT DRAUGHTSMAN, an experienced, quick, neat tracer.
Apply to—

THE CHIEF CONSTRUCTOR,
H.M. Naval Yard.
Hongkong, 13th April, 1908. [412]

MUSIC LESSON.

LESSONS in Violin, Mandoline and Guitar at pupils' residence.
Evening engagements for Dances and Concerts.
Apply to—

E. J. LOPES,
C/o Hongkong Telegraph Office.
Hongkong, 9th March, 1908. [302]



PUBLIC WORKS DEPARTMENT.

No. 241.

IT is hereby notified that TENDERS will be received at the Colonial Secretary's Office until Noon of SATURDAY, the 30th May, 1908, for the purchase of the following PLANT which can be seen at the Government Waterworks Pumping Station, Yau-mai, Kowloon—

A.—TWO SETS ENGINES AND PUMPS.
Type: Triple Expansion Worthington duplex engines fitted to double acting pumps.
Cylinders, 6'-9" x 14" x 10" stroke.
Condensers, surface.
Pump Capacity, 3.37 gallons per complete stroke.

Pump Lift, 220 feet net.

B.—ONE BOILER.
Type: Vertical Beeley Field tube. Overall dimensions 6' 8" high by 4' 7" diameter.
Working Pressure, 90 lbs. per square inch.

The whole complete with copper steam pipes and brass fittings to be sold as they stand and to be removed by the purchaser.

The plant will be sold either in one lot or in three lots—

and delivery pipes up to and including the non-return valve and the supporting pillar. No suction pipes are included.

Lot 2.—1 Engine with condenser and pumps as above.

Lot 3.—1 Boiler together with down-take pipe to boiler house floor, all mountings complete. Also a donkey feed pump, feed tanks and steam pipe up to the engine branches but not including them.

For full particulars apply to the Public Works Department.

The Government does not bind itself to accept the highest or any tender.

W. CHATHAM,
Director of Public Works.
Hongkong, 1st April, 1908. [402]

50 PER CENT LESS.

WE WILL SELL OUR ENTIRE STOCK OF

BICYCLES and

ACCESSORIES

at 50% less than usual

prices for one week only,

to clear our old stock

and make room for our

new shops at Nos. 33 &

35, Des Voeux Road.

Begin from TUESDAY, the 3rd

MARCH.

Remember we will Remove to our

Shops on the 7th inst.

DRAGON CYCLE DEPOT,

11, D'AGUILAR ST.

Hongkong, 2nd March, 1908. [195]

ITALY AND ITS NAVY.

Navy Leagues are credited by their critics with occasionally both saying and doing things which are somewhat remarkable, but it was reserved to the Venetian Navy League to send a telegram which will probably remain unsurpassed for some time to come. It ran as follows—

"The day on which your genius irradiated with a new splendour of glory the ancient dominion of our sea, Venice is lying helpless opposite to Pola. The Venetian Navy League (thanks you with its whole soul, believing and hoping that Italy will soon, once again, weigh its anchor and steer its course towards its inevitable destiny."

This effusion was directed to Gabriele d'Annunzio, whose tragedy, "La Nave," was recently produced in Rome, and which so excited the audience that at its conclusion it was greeted with cries of "The Adriatic must be ours!" "The Adriatic must be ours!" The hero of the tragedy, which passes in the sixteenth century, held away in the Adriatic, and "Italia Irredenta" seized upon the coincidence to voice the claim of Italy to predominance in that sea. To make matters more extraordinary, the Austrian Press took the matter seriously, and the "Neues Wiener Journal" gravely informed its readers that, "just at the moment that D'Annunzio tends the golden chalice of his eloquence to his countrymen in order that they may taste the bitterness of the Adriatic, the Austrian fleet is engaged in manoeuvres in that sea in the presence of several Austrian and Hungarian deputies. 'La Nave' of D'Annunzio and the ships of our Navy represent poetry and reality, and perhaps the idealism of the poet will serve to quicken the sense of the responsibility for our interests which is incumbent on our deputies."

Baron Aehrenthal and Signor Tittoni, on behalf of their respective Governments, have recently been at some pains to accentuate the extreme "correctness" of the relations which exist between these two members of the "Dreibund"; that a little rift should be caused in the lute, used by these distinguished performers, by so strange a medium as a stage play, certainly gives food for reflection. Meanwhile, news comes from Italy of a matter far more important, which is the invention by the well-known Signor Lorenzo d'Adda of a new method of protection for ships of war. A communication on this subject was made by Signor d'Adda on January 18 to the Congress of Italian naval engineers sitting at Genoa, presided over by Deputy Salvatore Orlando. The invention consists in the application of a special form of concrete to ships' sides in place of the enormously costly steel armour at present in use; the inventor calculates that he can utilise concrete of a thickness of 4 ft. 6 in. at the water-line, tapering to 3 ft. above, and still allow the ship to float with the same displacement as she does at present with her Krupp cemented armour of red granite, and river sand, will not cost more than from 50 ft. to 60 ft. per ton, and will offer a resistance five times as great as the K. C. armour. It will be braced with steel stringers and lattice work in the interior of the ship, and will possess the same feature, as does the K. C. armour, in that the face will be immensely hard, the interior not so adamant, thereby preventing cracking. The chemical composition of this concrete is, of course, the secret of Signor d'Adda, but he claims that it will have an enormous advantage over the steel plate, for the reason that when a projectile has penetrated into the concrete, some 50 or 60 centimetres, chemical action set up by the enormous heat generated will take place, and that the projectile will melt sufficiently to stay its further onward course. The armour plate manufacturers are no doubt taking a considerable amount of interest in this new invention.

THE CHINESE IN HAWAII.

Wherever there is a rice field of any size several water buffaloes are to be found. Their owners take excellent care of them and are usually proud of their condition. On one plantation I found a stable in which six of these animals were feeding. The buffalo, whose chief delight is wading through mud, seems to have an instinctive dislike for the white race and often refuses to work under their control, and in one or two instances white men have been obliged to seek safety in flight from the rebellious disposition of these beasts. They seem to understand the Chinese language and know instantly when Chinese are holding the reins, and under their guidance are perfectly gentle and obedient to every command. I saw an example of their antipathy for our race when a Chinese allowed a white boy to make an attempt to drive one of his animals. The buffalo at first refused to move, and then, stamping his hoof, he started off in the wrong direction and was wholly unmanageable. A few moments later his master took up the reins and he became as docile as a pet dog. These animals are healthy and strong, and one working well before the plow is worth \$200.

Birds are a pest in rice culture and all sorts of means are adopted to keep them off the fields. A Chinese idea of a scarecrow is a pole with a white flag on top, and hundreds of these are planted in the fields. Another mode of getting rid of these pests is by beating on tin cans to frighten them away, and often men will shoot and eat them out of sheer revenge. The grasshopper is also an enemy to be dealt with; as it attacks the crop while it is yet in flower. Every plantation has a large concrete floor in the open air, on which to dry the crop. After threshing the rice from the straw it is gathered into rows and dried while still in the hull, and here the water buffalo is used again by being hitched to a wooden shovel and driven about the floor until the rice is piled up ready for bagging.

At least 5000 Chinese are employed in the production of rice in Hawaii. They also control the two patches, from which the principal Hawaiian food, is made. Many Chinese are engaged in raising duck, while the sole occupation of others is the raising of chickens. As eggs retail from 25 to 60 cents per dozen and live chickens from \$10 to \$12 per dozen, this business should be profitable; but there is sometimes considerable loss due to the ravages of a peculiar tropical disease which is fatal to young chickens. The Chinese produce practically all of the vegetables grown on the islands and sell them from door to door.

The Chinese are by far the best workers in the cane fields, are quiet and peaceable in manner and attentive to duty, giving the overseers little or no trouble. Less than 2,000, however, are to be found on the sugar plantations at present, as the Chinese exclusion act settled upon immigration. A number of the "native born" have become stenographers and are employed by Americans. A professional man of Honolulu told me that his secretary, a Chinese youth whom he paid \$35 per month, was "simply perfect."—Mrs. C. R. Miller in *Leslie's Weekly*.

Consignees.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"GREGORY APCAR,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge of the vessel will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the 14th inst., will be landed at Consignees' risk and expense.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., LIMITED,
Agents.
Hongkong, 13th April, 1908. [415]

AMERICAN AND ORIENTAL LINE.

NOTICE TO CONSIGNEES.

S.S. "HEADLEY,"
FROM NEW YORK.

CONSIGNEES of Cargo by the above named vessel are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, Kowloon, whence delivery may be obtained.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th instant, at 2.30 P.M.

All Claims against the Goods presented to the Undersigned on or before the 22nd instant, or they will not be recognized.

No Fire Insurance will be effected.

An Average Bond lying at our office must be signed by the consignees before Bill of Lading will be countersigned by the undersigned.

ARNHOLD KARBURG & Co.,
Agents.
Hongkong, 13th April, 1908. [419]

S.S. "AUSTR LIEN."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. *Malapa*, and from Bordeaux ex s.s. *Ville de Cite* and *Ville de Constantin* in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 20th April, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 21st April, or they will not be recognized.

All damaged packages will be examined on TUESDAY, the 21st April, at 3 P.M.

No Fire Insurance has been effected.

J. MILLET,
Agent.
Hongkong, 13th April, 1908. [424]

For Sale.

PABST BREWING COMPANY,
MILWAUKEE.

FRESH SUPPLIES
ALWAYS KEPT IN STOCK

BY
SIEMSEN & Co.,
Agents for
HONGKONG & SOUTH CHINA.

Hongkong, 29th July, 1907. [166]

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the *Hongkong Telegraph* and they are warned against paying more than TWENTY CENTS (20 cts.) per Single Copy.

THE MANAGER,
Hongkong Telegraph Co., Ltd.
Hongkong, 10th September, 1904. [64]

Intimations.

THE WORRIED WOMEN.

They say men must work and women must weep; but alas, in this too busy world women often have to work and weep at the same time. Their holidays are too few and their work heavy and monotonous. It makes them nervous and irritable. The depressed and worried woman loses her appetite and grows thin and feeble. Once in a while she has spells of palpitation and has to lie up for a day or two. If some disease like influenza or malarial fever happens to prevail she is almost certain to have an attack of it, and that often paves the way for chronic troubles of the throat, lungs and other organs; and there is no saying what the end may be. Let the tired and overladen woman rest as much as possible; and, above all, place at her command a bottle of

WAMPOLES PREPARATION

a true and sure remedy for the ills and maladies of women. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. Search the world over and you will find nothing to equal it. Taken before meals it improves the nutritive value of ordinary foods by making them easier to assimilate, and has carried hope and good cheer into thousands of darkened homes. It is effective from the first dose, and probably one bottle is all you may need. It is absolutely reliable and effective in Blood Impurities, Nervous Dyspepsia, Wasting Conditions, Melancholy, Chlorosis, Impaired Nutrition, Scrofula, Low Vitality, and all troubles of the Throat and Lungs. Dr. E. J. Boyes says: "I have found it a preparation of great merit. In a recent case a patient gained nearly twenty pounds in two months' treatment, in which it was the principal remedial agent." It carries the guarantee of reliability and cannot fail or disappoint you. Why accept a substitute? Sold by all chemists.

JAPANESE MASSAGE,
F. KAWASAKI.

GRADUATE OF KOBE MASSAGE SCHOOL,
No. 36c, PRAYA EAST, WANCHAI,
HONGKONG,
Telephone 564.

TERMS:
SINGLE ENGAGEMENT (one hour)...\$ 2
ONE WEEK 10
ONE MONTH 30

Attendance at Patients' Residence.
March, 1908. [379]

YOU GOING

WHY, TO CHAZALON & CO.,
6, QUEEN'S ROAD CENTRAL,
Where I am sure to find the best

FRENCH BOTTLES,
LIQUEURS,
BURGUNDY,
BORDEAUX,
CHAMPAGNE
and
CLARET.

Hongkong, 20th January, 1908. [153]

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
TO-MORROW,

the 15th April, 1908, at 11 A.M., at their Sales Room, No. 8, Des Voeux Road, corner of Ice House Street,

SUNDRY VALUABLE HOUSEHOLD FURNITURE,
ALSO,

A QUANTITY OF
WINES AND SPIRITS.
TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 14th April, 1908. [420]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
TO-MORROW,

the 15th April, 1908, at 2.30 P.M., at their Sales Room, No. 8, Des Voeux Road, corner of Ice House Street,

A LARGE ASSORTMENT OF
JAPANESE CURIOS,
Comprising:—

CARVED BRASS and BRONZE VASES, BOWLS, DAIBUTSU, IVORY CARVINGS, GOLD and SILVER CLOISONNE TEA SETS, SATSUMA VASES, PLATES, BOWLS, MAKUDZU and IMARI WARE, SILK-EMBROIDERED WALL HANGINGS, SCREENS, KAKEMONOS, MOTHER-OF-PEARL INLAID SCREENS, KAGA and ARITA WARE, &c., &c.

Catalogues will be issued.
TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 14th April, 1908. [404]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
TO-MORROW,

the 15th April, 1908, at 2.30 P.M., at their Sales Room, No. 8, Des Voeux Road, corner of Ice House Street,

A LARGE ASSORTMENT OF
JAPANESE CURIOS,
Comprising:—

CARVED BRASS and BRONZE VASES, BOWLS, DAIBUTSU, IVORY CARVINGS, GOLD and SILVER CLOISONNE TEA SETS, SATSUMA VASES, PLATES, BOWLS, MAKUDZU and IMARI WARE, SILK-EMBROIDERED WALL HANGINGS, SCREENS, KAKEMONOS, MOTHER-OF-PEARL INLAID SCREENS, KAGA and ARITA WARE, &c., &c.

Catalogues will be issued.
TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 14th April, 1908. [404]

Notices of Firms.

NOTICE.

THE Interest and Responsibility of Mr. ALEXANDER GEORGE WOOD in our firm in Hongkong and China ceased on 31st March, 1908.

Mr. JOHN WHITE COOPER BONNAR was admitted a Partner in our Firm in Hongkong and China on this date.

Mr. CHARLES GORDON STEWART MACKIE is authorized to Sign our Firm per Procurator in Hongkong and China from this date.

GIBB, LIVINGSTON & Co.
Hongkong, 1st April, 1908. [183]

INTERNATIONAL SLEEPING CAR

and

EXPRESS TRAINS Co.

(THE

GREAT TRANS-SIBERIAN ROUTE

TO EUROPE.)

HAVING been appointed AGENTS for the above Company, we shall be pleased to give any information as to rates of passage, &c., in connection with above.

SHEWAN, TOMES & Co.
Agents.

Hongkong, 31st July, 1907. [147]

To Let.

TO LET.

A HOUSE in KNOTSFORD TERRACE, Kowloon.

No. 3, CANTON VILLAS.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st April, 1908. [159]

TO LET.

HOUSES in AUSTIN AVENUE, Kowloon, Immediate Possession.

Apply to—
A. RAYMOND,
C/o S. J. David & Co.

Hongkong, 23rd March, 1908. [177]

TO LET.

CHAMBERS in No. 7, WYNDHAM STREET, late Hotel Baltimore, rent moderate.

First Floor of No. 6, QUEEN'S ROAD CENTRAL, containing 6 Rooms and Servants.

Apply to—
DAVID SASSOON & Co., LD.

Hongkong, 6th April, 1908. [257]

TO LET.

ONE FOUR-ROOMED HOUSE, at PRAYA EAST, near East Point.

Apply to—
JARDINE, MATHESON & Co., LD.

Hongkong, 21st March, 1908. [138]

TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Voeux Road Central (formerly occupied by Messrs. Shaw, Tomes & Co.)

Apply to—
THE COMPAGNIE DES MESSAGERIES MARITIMES, Jardine, Matheson & Co., Ltd., Cantonment Road Central.

Hongkong, 24th February, 1908. [168]

TO LET.

HATHERLEIGH, CONDUIT ROAD.

OFFICES in YORK BUILDING, GODOWNS in PRAYA EAST, BLUE BUILDINGS, and No. 10, Des Voeux Road next to the Hongkong Hotel.

FLATS in MIDDETON TERRACE.

OFFICES on TOP FLOOR, No. 3, CONNAUGHT ROAD, facing the Cricket Ground.

No. 10, DES VOEUX ROAD CENTRAL, 1st Floor.

HOUSES in WONG-NAI-CHONG ROAD.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 10th April, 1908. [166]

TO LET.

4-ROOMED HOUSES in GAP ROAD near the Race Course within easy access to the Lower Level Tramway. Rent very moderate.

FLATS for Europeans in WILD DILL BUILDINGS, No. 147, Wanchai Road.

Apply to—
PERCY SMITH & SETH.

Intimations.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

WATSON'S

E

VERY OLD LIQUEUR

SCOTCH

WHISKY

A Blend of the Finest Pure Malt
Whiskies distilled in Scotland.

GENUINE AGE

AND

FINE MELLOW

FLAVOUR.

Per Case - - - \$16.50

Watson's

D. SHERRY

SUPERIOR PALE DRY.

Per Dozen\$19.50

A VERY FINE WINE, POPULAR
THROUGHOUT THE FAR EAST.A. S. WATSON & CO.,
LIMITED.ALEXANDRA BUILDINGS
SHANGHAI.ISSUE OF TIS. 250,000 8 PER CENT
DEBENTURES.

DIRECTORS:

G. I. SHEKURY, Esq., Chairman.
A. R. MURPHINE, Esq.
J. H. TEESDALE, Esq.

SECRETARY:

M. J. NATHAN, Esq.

THE Directors of the Central Stores, Ltd. are prepared to receive applications for Tis. 250,000 8 per cent debentures terminable in ten years from the 30th day of June 1908, but redeemable by the Company in 5 years from that date or at any time after such 5 years on giving 6 calendar months' previous notice in writing. These debentures are issued by the Directors in pursuance of a resolution passed by them at a Meeting held at the Company's offices on the 3rd day of April, 1908. With the sum raised it is intended to pay off all the existing outstanding debentures of the Company of Tis. 150,000 issued in favour of the Hongkong & Shanghai Banking Corporation and to employ the balance in the expense of completing the building and fittings of the Palace Hotel, fronting the Bund, Shanghai. The present issue of Tis. 250,000 will rank as a first charge on a lease to the Company for a term of which 48 years and 6 months are still unexpired including the buildings and a floating charge on the other property and undertaking of the Company as carried on upon the said premises and will be secured by a Deed of Trust and mortgage to be hereafter executed being a first mortgage of the said leasehold property buildings and undertaking of the Company to Messrs. Alexander & McLeod and Dundas McNeil as Trustees for the Debenture holders. The present issue of debentures will be at par in sums of Tis. 1,000, Tis. 500 and Tis. 100 as may suit the convenience of applicants. They will bear interest at the rate of 8 per cent per annum and will rank among themselves pari passu.

The first instalment of interest calculated from the day of payment will be paid on the 30th day of June, 1908 and thereafter half-yearly on the 30th day of June and the 31st day of December. Applications should be filed in and sent to the Company's Bankers the Hongkong & Shanghai Banking Corporation accompanied by the amount of the debentures applied for.

Applications will be received up to the 31st day of May, 1908 and will be dealt with on that day and should any such debentures remain unapplied for, subsequent allotments thereof will be made and carry interest from the date of issue. Bankers' receipts to the applicant will be issued for the amount of his debentures and exchanged for debentures if an allotment is made. Forms of application can be obtained at the office of the Company or at the Hongkong & Shanghai Banking Corporation and the Deed of Trust and form of Debenture can be seen at the office of Messrs. Stokes, Platt & Teesdale, the Company's Solicitors.

By Order of the Directors,

M. J. NATHAN,

Secretary.

Shanghai, 14 April, 1908.

The Hongkong Telegraph

HONGKONG, TUESDAY, APRIL 14, 1908.

TRADE DEPRESSION IN JAPAN.

Reference has been repeatedly made in these columns to the financial crisis which has been suffered by Japan since the conclusion of the war in the North. That crisis arose mainly as the result of speculation on the part of Japanese merchants and bankers who were misled by the roseate ideas, engendered by the success which attended the Japanese arms in the field, into believing that fortune in war implied fortune in business. Numerous banks failed and many merchants were rendered bankrupt as a consequence of the general failure to recognise that in the absence of an indemnity the Japanese Government must increase the taxation in order to meet the expenses of the campaign, thereby reducing the ordinary purchasing power of the people. The Government came to the rescue of the banks in order to avoid a panic which would lower the financial credit of the country in England and America, but trade is still at a low ebb and there must be much suffering among the labouring classes, although we hear little about it. In a recent article which appeared in the *Japan Chronicle*, however, it is clear that the stagnation in trade has not yet passed away, for it was stated that owing to the general trade depression and the decrease in the amount of work in hand the Kawasaki Dockyard had decided to discharge about 1,000 workmen. As the first step in the carrying out of this reduction in the number of hands, notice was given on the 31st ultimo to 160 men that their services would no longer be required. The names of the men dismissed were posted on the notice-board, and this was the signal for considerable disorder. A large number of workers thronged before the notice-board threatening vengeance and resisting the police and watchmen who endeavoured to keep order. The Aioibashi Police were communicated with, and additional relays of police subsequently arrived and succeeded in preventing any disturbance. On the appearance of that paragraph an official communication was sent by the Kawasaki Dockyard Company to the paper in question denying, in effect, although not absolutely, the general tenor of the statement. It is that letter the Company admitted that it was true they had dismissed three hundred men in all on the 31st ultimo and the

very much, but alleged that the reason was not because of the decrease of work in hand. At the same time they took the opportunity to discharge a gang of undesirable men, but they were not going to make any further dismissals at present, nor had they any intention to effect such a great reduction as one thousand hands. As to the alleged disorder on the 31st ultimo, the letter proceeded, we can say that it has been exaggerated too much. We, however, admit that some men eager to ascertain the names in the list of the dismissed hands assembled in the front of the notice-board until the matter was cleared up in a short time. If you will kindly refer the matter to the Aioibashi Police Station, whence we have, special policemen stationed in our shops all the while, we trust you will see it in the true light, and we shall be much obliged if you will correct the article or cancel it in your earliest issue. According to that communication it would appear the statement originally printed was practically a fabrication or, at all events, an exaggeration of the facts. The reply of the Editor will, therefore, be appreciated, for it is both terse and suggestive. It ran: "We may say that independent inquiries were made before the statements referred to were published, but we are of course pleased to afford space for the above explanation." We may take it from that remark that the newspaper refused to retire from the position it had taken up and that there is as a matter of fact real and genuine distress among the workers who formerly looked to the Kawasaki Dockyard for the means of earning their livelihood. Japan is apparently not yet out of the wood and we fear that further reductions in the factories and other important sources of employment may have to be recorded.

We would direct our readers' attention to the advertisement of the Kamakura Kaikin Hotel, Japan, appearing on the opposite page. The new hotel is built on the site of the old Kaikin in at Kamakura, and contains forty-two bedrooms, the rooms facing the sea have private verandahs. The dining-room is lofty and airy. There is a large entrance hall, (lounge upstairs), drawing-room, writing room, card rooms and billiard room. Lavatories and bath-rooms are under separate roof; hot and cold water laid on to all bedrooms; and the hotel is lighted throughout with electricity. The hotel is on a line of the Enoshima Tramway, close to the famous Kamakura Daibutsu. The surrounding country abounds in beautiful walks and interesting temples. The sea-bathing is excellent. There is a service of express trains to and from Tokyo and Yokohama.

Mr. A. H. Rennie Drowned.

BAD OCCURRENCE IN THE HARBOUR.

FULL DETAILS OF THE TRAGEDY.

The sad and distressing intelligence was received in Hongkong late this afternoon that Mr. A. H. Rennie, one of the most prominent of Hongkong's commercial community, had been drowned in the harbour.

A representative of the *Hongkong Telegraph* visited the offices of the Hongkong Milling Company, of which Mr. Rennie was promoter, managing director and chief organiser, in order to obtain confirmation, if possible, of the report. The staff, however, knew nothing of any accident that had befallen Mr. Rennie, although the news was already in full circulation in the city. Mr. Rennie, they stated, had left at three o'clock on a visit to the mills at Junk Bay, and appeared to be in the highest of spirits and best of health, and showing as keen an aptitude for business as ever. He travelled in his launch and might have been expected to return in the course of the evening, as was his usual custom.

The first intelligence of Mr. Rennie's death came through the medium of the Central Police Station, which was informed that the body of Mr. Rennie had been taken to Tsim-sha-tui Police Wharf on board the steam-launch *Canada* whence it had been conveyed to the West Point mortuary.

Our representative proceeded to Kowloon to gather further particulars of the sad affair. Naturally enough, at this early stage, beyond corroborating the report of Mr. Rennie's death the police authorities had to observe perfect reticence.

From another source, however, we have ascertained the following particulars. As stated, Mr. Rennie left his Hongkong office at 3 o'clock in the afternoon. In company with his "boy" he boarded the steam-launch *Canada* at Blake Pier and proceeded to the cabin below where he was to have had tea. When the launch had steamed out as far as the entrance to Lyceum Pass, Mr. Rennie appeared on deck carrying his despatch-box in his hands. The box, it may be mentioned, was of the following approximate dimensions judging by the look of it—24" x 12" x 9". A stout cord was tied to the side handles of the despatch box which he held. As soon as he gained the deck, Mr. Rennie was observed to throw the

box overboard, and the cord round his neck. Getting hold of the stanchion on the port side he sprang into the water. The rapidity of his actions took less time to carry out than describe, so that it was not possible for any member of the crew to discern Mr. Rennie's intentions. The loop, apparently, slipped out of Mr. Rennie's neck. As soon as Mr. Rennie was over the side of the launch, the second coxswain by name To Yau, with remarkable presence of mind, seized a life-buoy and dived into the water to the rescue of his master. The sea was pretty choppy at the time, and a strong current was running seaward. The coxswain then put the launch hard astern to Yau swimming against a rough sea, gallantly managed to reach Mr. Rennie, and then forced the life-buoy in front of him.

For three times in succession To Yau extended the life-buoy to his master, and each time Mr. Rennie failed to avail himself of it. When he was offered the buoy for the third time he said: "No, wanchee," and as he was sinking. To Yau seized him and kept him above water until the launch reached the two. By this time Mr. Rennie had apparently lost consciousness. He was supported long enough to enable the crew to drag the body into the launch again. When it was laid on the deck life was extinct. With all speed the launch was steered to the Water Police pier at Kowloon Point where a report was made to the Police. Artificial respiration was at once resorted to, and after continued efforts to bring back animation had failed, the body was put into a dead box and on board the *Canada* flying the temple flag at half-mast conveyed to the Public Mortuary at West Point.

Alfred Herbert Rennie was a native of Canada, and was born in 1857, so that he was 51 years of age. He became confidential clerk to the Hon. John Norquay, the then premier, and treasurer of Manitoba, in 1885, and two years later was sent as a delegate to England and New York to negotiate a loan for the province. In 1890, the service of the Public Works Department as corresponding clerk. He was acting as assistant Harbourmaster and acting Superintendent of the Water Police in 1892, acting Sanitary Superintendent and Secretary to the Sanitary Board in 1895, afterwards retiring from the Hongkong Civil Service in order to start in commercial life. He proved an exceptionally capable and successful representative of Canadian flour interests and was the original mover and promoter of the Hongkong Milling Company, which began the manufacture of flour only a year ago; his chief supporters being Sir Paul Chater and Mr. H. N. Mody, both of whom had the highest respect for his abilities and business acumen.

The Japanese Boycott.

SHIPPING AFFECTED.

NOVEL SCHEME IN AID OF THE PROPAGANDA.

It is true that, in obedience to Governmental commands that there should be no outward demonstration in the boycott, propaganda, for the minds of the ignorant natives should be incited to a disturbance of the public peace, the Chinese population have shown themselves capable of restraint and refrain from holding public meetings or otherwise proclaiming their adherence to the boycott. None the less the feeling abroad is that the momentum given to the movement at Canton has set the remarkable machinery of Chinese organization into working order and the boycott has been and is now in full swing. Perhaps in no branch of Japanese trade or commerce will the retaliatory measures of the Cantonese be more severely felt than by the shipping trade. The report exclusively made in our columns on Saturday last as to the effectiveness of the Chinese determination to give Japanese vessels a wide berth for their freight and passenger traffic is of far more serious import than that can be imagined at the moment. Those more immediately concerned are naturally much exercised over the matter and it can be taken for granted that all the influence that can be obtained, through diplomatic channels, will be invoked in aid of Japanese shipowners. There is a great deal said by way of rumour that representations had already been made to Tokyo from Hongkong. Their nature and purport, however, are carefully guarded, and their exact origin cannot easily be traced.

STATIONERY AS A MEDIUM OF ADVERTISING THE PROPAGANDA.

On account of their cheapness, Japanese envelopes have displayed the more expensive handmade articles hitherto manufactured in Canton. But since the *Tatsu Maru* affair the Chinese will have nothing to do with this indispensable adjunct of the scribe's writing table. In Canton an enterprising firm of envelope manufacturers has brought out a line of envelopes with the characters in Chinese stamped on them reading "National Disgrace Memorial." A big demand has arisen for these, the supply during the past few days falling short of the demand.

A company doing business in Canton was desirous of forwarding a parcel of some ten envelopes enclosed in Japanese covers. The letter carrier, to whom the parcel was tendered, refused to handle it because the envelopes were of Japanese make. Ultimately the company was compelled to change the covers for the home-made article.

A firm of stationers in Canton has offered to stamp all the amplics in use with the Chinese characters denoting "National

JAPANESE GOVERNMENT'S REPRESENTATIONS.

[From Our Own Correspondent.]

Canton, 13th April, 1908. The Japanese Minister at Peking has made representations to the Waiwupu stating that, if the Chinese Government fail to take immediate steps to prohibit the Japanese boycott in China, the Chinese Government will be held responsible for all losses sustained by the Japanese merchants trading in the country. The Viceroy has again received telegraphic instructions from the Foreign Ministry directing him to stop the boycott of Japanese trade by the Cantonese.

"THE JAPANESE ARE MILD."

The following is a translation from the *Shan Tsien Shih Pao*, a Peking vernacular paper: "The Minister for Japan has always striven to arrange matters amicably. Although Japan demands an indemnity the latter is not in excess of the damages caused. All European nations always claim ten times the amount of damages done. Let us take for instance the indemnities claimed in 1900. With the exception of Japan, the foreign powers demanded exorbitant sums. What Japan is claiming now is very little. Out of respect for the latter's honour, Japan consented to sell the arms on board the *Tatsu Maru*, Japan is friendly to China, Japan never requests anything by force of arms as did the Germans who seized Kiaochow owing merely to simple anti-Christian litigation. The foreigners are like serpents and hungry dogs. They are ferocious. The Japanese are mild. Let the Chinese judge for themselves."

MOVEMENT HAVING SERIOUS EFFECT.

The *Japan Chronicle* says:—A telegram has reached Tokyo stating that the boycott of Japanese goods in Hongkong is rapidly gaining ground, Japanese coal, matches, cotton yarn, beer, and all other goods being rigidly shut out by a large section of Chinese merchants. Many Japanese merchants in Hongkong, it is said, have been obliged to stop business. The situation is growing in gravity. On the 1st instant Mr. Yamamoto, one of the directors of the Mitsui Company, visited Mr. Ishii, Director of the Commercial Bureau in the Foreign Office, and sought the views of the Japanese government on the question of the boycott of Japanese goods in Hongkong. It is reported that even the coolies working ships cargo are affected by the agitation. They refuse to discharge Japanese coal brought by steamers and several vessels loaded with coal are lying idle in the harbour.

JAPANESE GOVERNMENT TAKING MEASURES.

The Kobs Chamber of Commerce made inquiries at the Commercial Bureau in the Foreign Office in Tokyo concerning the boycott of Japanese goods in Hongkong. In reply, Mr. Ishii, Director of the Commercial Bureau, said it was reported that some of the Chinese merchants dealing in sundry goods had cancelled orders for Japanese merchandise, but nothing had been heard concerning the alleged strike of the coolies against discharging Japanese coal brought by steamers from Japan. Mr. Ishii added that the Government is taking measures to deal with the question.

The Shatin Murders.

THREE MEN ON TRIAL.

THE OFFICIAL STORY.

At the Magistracy, this afternoon, before Mr. J. H. Kemp (first police magistrate), the three men—Tse Mow Fat, a school master, Wong Chan Kwai, a farmer, and Wong Sam O, a coolie, of Lyceum village—who were arrested with another man named Chan Yau, who has since turned King's evidence, on the 3rd instant, on suspicion of having taken part in the murder of two men and a boy on the Kun Yum mountain, were arraigned on the capital charge.

Mr. F. B. L. Bowley (Crown Solicitor) appeared for the prosecution. Mr. Otto Kong, Sling was retained by the first and second accused. Mr. P. Sydenham Dixon represented the third man. Inspector Langley, and I elective Sergeant Wilden, who made the captures—both of the Water Police Station—watched the proceedings on behalf of the police.

After the accused had pleaded not guilty to the charge, the Crown Solicitor proceeded to outline the alleged facts of the case. He said that on the 6th December, 1906, three Chinese—two men and a boy—were found near the top of the Kun Yum mountain—a most conspicuous peak between Kowloon Bay and the Shatin Gap—dead. The bodies were very badly cut, there were numerous wounds about their necks—in fact the heads were very nearly severed from the bodies. The three corpses were identified as those of Lok Sang, a ship's steward, Wong Sau Sam, a farmer, who lived on the northern slopes of the Kun Yum mountain, and the lad—Wong Ting Fat—a native of the Kun Yum village. Lok Sang was a steward on many ships trading between this port and America and also on board warships. He seemed to have found this employment very profitable, for he owned a house at Kowloon City, where his wife lived. He had no children. Lok Sang's last ship was the *Albatross*. Some time in November, 1906, "numerous" changes occurred on board and Lok Sang did not care to go that trip. He returned to his home at Kowloon City, where he took up geomancy—a sort of *ling shui*, Mr. Bowley stated. He spent most of his time in selecting sites for graves and attending to his ancestral tombs. This hobby led to his death. He was a native of Kowloon City—a Hakka, like the two other deceased, and a native of the New Territories.

It appears that towards the end of the November of 1906, Lok Sang engaged Wong Sau Sam, one of those who was also murdered, and who also was interested in geomancy, to repair his father's grave, which was situated at the eastern side of Kowloon Bay. Wong Sau Sam was also requisitioned to find a suitable site for a grave for the interment of Lok Sang's grandfather's bones, which rested at Kowloon City. The second accused—Wong Chan also geomantically inclined, thought that Lok Sang should have engaged him to do the work, and to superintend the repairs to his father's grave. When he heard that Lok Sang had engaged somebody else to do the work, Wong Chan Kwai told the first accused—Tse Mow Fat—who became very angry. He called at Lok Sang's house, and in the presence of the latter's wife and mother, threatened the man. He said that if Lok Sang did not elect him to do the work (he Lok Sang's) head would drop off in seven days, and in a sort of make-up way added "that if his head was not off by that time he (Tse Mow Fat) would break his geomantic compass—a sort of an oath. Mr. Bowley, proceeding, said that Wong Chan Kwai was ostensibly a farmer, but he thought he had never done a bit of farming work to all his life, and was a loafer by profession. Some days previous to the murders the first accused invited Lok Sang to accompany him for a walk on the hills. There was a feast on at the time, and, apparently, Lok Sang had enjoyed himself, so he decided to go. His wife tried to get him to change his mind, but it was unavailing. Before Lok Sang asked his wife for some money. She gave him \$30, and was wearing a gold ring set with diamonds, and carried a small revolver in his hand pocket. He was never seen alive after that.

In company with the first accused he went up the Kun Yum mountain, visiting friends in each of the three hamlets. Shortly after noon on the day of the murder Lok Sang, Wong Sau Sam, who was met in one of the hamlets, and two lads, one of whom was Wong Ting Fat, started out by themselves to walk the hills. One of them carried a chopper to cut twigs. When this little party had got a little way from the village the youngest of the lads was sent home—leaving three, Lok Sang, Wong Sau Sam and Wong Ting Fat. Their three bodies were subsequently found lying close together on the hillside. At about four o'clock, that afternoon the first accused was seen coming down the narrow path from the Kun Yum peak. That night Lok Sang's wife called and asked for the whereabouts of her husband. The first accused replied "that Lok Sang would not return home that night as he had gone to Cheng Nam Siu—a village a good way from the Kun Yum mountain, situated between Kowloon City and the head of Junk Bay. The father of Wong Ting Fat also called on the first accused for news of his son's non-arrival home, and got the same reply. On the following day the relatives of those who were missing became alarmed. A search party was got together, and after four days they found the corpses. It was evident that robbery was the motive for the foul deed. Everything of value had been removed from the bodies.

A long time elapsed without any arrests being effected, the Crown Solicitor went on. Then information reached the police, and a stout man, blacksmith named Chan Yau, who at the time of the murder was engaged in sharpening tools near the spot, was arrested. He later confessed to the crime. The gist of his confession was that on the 28th November, 1906, he was at work in his smithy when the three prisoners entered the shed. They each had a smoke of opium—illicit opium, Mr. Bowley believed—and presently the first accused said: "We ought to make some money!" The second accused agreed. Then the first accused continued: "In two or three days more wait for me here." On the 2nd December, 1906, the quartette met in the shed at the appointed hour and, in a conversation as to how money "could be made," the second accused said: "If we could only catch Lok Sang here we could get \$100." They then went in search of the man and found him. Lok Sang was struck down and killed. Just then Wong Sau Sam appeared on the scene and he, too, was killed. Then the boy appeared. They had no intention of killing him at first, but as they thought he would give them away, he was slain. The parties then ran away. Chan Yau said he made for a stream and washed his jacket, which was stained with blood, and then returned to his native village at Pingshan, in the Kweiilin district. He remained there until two months ago when he thought the affair had blown over, and took passage for Hongkong.

Witnesses were then called and examined, and the case was adjourned.

COLLISION AT CANTON.

A JUNK BEACHED.

[From Our Own Correspondent.]

Canton, 13th April, 1908.

At about 6.30 this morning, on account of the heavy fog, the s.s. *Charles Harduin* collided with a heavily-laden junk, just inside Miao Fort buoy. The junk was considerably damaged and had to be beached. Fortunately, there were no lives lost in the accident.

LOCAL AND GENERAL.

LEAVE of absence, on private affairs, to Eng. Lind, is granted to Major J. de T. Phillips, R.G.A., from 22nd October, 1908.

THE port of Onoda, Kiushiu, where the Mitsui Bussan Kaisha has constructed Harbour Works at a cost of ¥4,000,000, was opened to foreign trade on April 1.

THE disabled *Koonshing* after several unsuccessful attempts at fixing her damaged rudder was towed to Shanghai by the s.s. *Kianging* from Chefoo on 6th instant.

AT Weihaiwei a large buoy, painted black, with the word "Wreck" in large white letters, has been placed over the wreck of *Cowan Pien*. A green light will be shown from the buoy whenever a steamer is expected to arrive at night.

LEAVE of absence, on private affairs, to the neighbouring countries, has been granted to Colonel J. Marle, P.M.O., from 8th May to 6th Midland, returning to England on 1st June, 1908.

A THUNDERBOLT fell in Japan on the parade ground of the Kumamoto Division while military exercises were in progress on March 30. One Cavalryman, an Infantry private, and two horses were killed on the spot. Another private was injured.

A LARGE collection of wild animals, to the value of Tis. 170,000, bought by the Chinese Government for the Peking Fair, will shortly arrive in Shanghai from Germany. A number of deputies will be sent to Shanghai to transact the collection to Peking.

THE Ministry of Posts and Communications is reported to have decided to issue bonds for a domestic loan of \$10,000,000 to provide for the construction of the various railways under proposal and the reorganization of the Imperial Telegraphs. The bonds will be issued in Peking, Tientsin, Shanghai, Hankow and Canton in amounts of \$10, \$50, \$100, \$1,000 and \$10,000. The subscription price will be \$82 per \$100 bonds.

On the 1st instant it was formally announced that the following ten vessels are struck off the fighting strength of the Japanese Navy:—The two *Japans* first launched, a vessel of 3,377 tons displacement, built in England in 1877; the *Chokai*, a gunboat of 622 tons, built in Japan in the year 1890; the *Kotaka* and the *Fukuryu*, torpedo-destroyers of 182 tons and 111 tons respectively, captured by the Japanese from China in the war of 1894-5; and six torpedoboats varying in size from 13 tons to 81. The total displacement of these ten vessels is 4,967 tons. —*Japan Daily Mail*.

THE Metropolitan authorities maintain silence as to the recent arrest of revolutionaries near the Ha Ta Men. No Chinese paper has discussed the matter, the press having been warned not to publish anything. The Chinese Government endeavours to suppress all information by the news. Several high Chinese officials are said to be implicated in the affair, which is stated to be an anti-dynastic movement. Government officials, however, deny the existence of a revolutionary plot, saying that those arrested were merely spies. Na Tung has been entrusted by the Government with the task of hush up or otherwise smoothing the matter over. —*Hankow Daily News*.

LAST night, the Edison Kinetoscope gave its first performance in Hongkong, when a well-arranged programme was put on the screen under the able management of Mr. Laibson. The audience was not what it might have been expected, but those who were present thoroughly enjoyed what was unquestionably a clever and faithful performance. Our readers may be surprised to learn that the Kinetoscope is a complete and has a decided superiority over the latter, inasmuch as the films are much clearer and there is no fear of the eyes being strained. The films are the latest from New York and are of the best quality. The programme is only two hours long (children half price), and during the superior character of the films, the patronage of the public.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

POPPY CULTIVATION IN CHINA.

BIG INQUIRY BY PEKING GOVERNMENT.

[By courtesy of the "Sheung Po"]

Peking, 13th April.

The Board of Civil Affairs has issued instructions to the Viceroy of various Provinces to report on the area under poppy cultivation with a view to a reduction being made from year to year.

THE JAPANESE BOYCOTT.

VICEROY TUAN FANG'S INSTRUCTIONS.

[By courtesy of the "Sheung Po"]

Shanghai, 13th April.

H. R. Viceroy Tuan Fang has repeatedly sent instructions to the Shanghai Taotai, Choi Siu-ki, to prohibit the Shanghai merchants from promoting the boycott of Japanese trade, and to prevent the Chinese newspapers from publishing any reports in furtherance of the boycott propaganda.

CATASTROPHE IN THE NORTH.

HUNDREDS OF PERSONS DROWNED.

LOSS OF LIFE AND WRECKS CAUSED BY A FRESHET.

[From Our Own Correspondent]

Shanghai, 14th April.
2.45 p.m.

A terrible catastrophe is recorded as having taken place on the Hun river, involving the loss of hundreds of lives and the destruction of innumerable boats.

The report is to the effect that a freshet occurred on the river in question, with the result that masses of the floating population were caught unawares and engulfed.

So far as can be gathered at present, over 2000 persons have been drowned, but the estimate is necessarily vague and incomplete.

Some 700 large native craft were wrecked, while the casualties among the small boats were proportionately great.

Further particulars are still wanting.

The "Tiger" Disaster.

London, 12th April.

The Naval Court martial on the *Tiger* disaster exonerates the crews of the *Tiger* and *Barrick* and attributes the disaster to the *Tiger* inexplicably altering her course.

Mr. Morley Raised to the Peerage.
Mr. Morley has accepted a peerage, but returns to the India Office.

The Kaiser at Corfu.

The Kaiser has reviewed an Anglo-Greek fleet at Corfu.

Later.

The New Political Appointments.
Sir Henry Fowler and Mr. Churchill have resigned their seats, on promotion to the Peerage and the Board of Trade respectively. Other posts remain unchanged.

The United States Presidency.
The New York State Republican Convention has endorsed President Roosevelt's policy, and recommended Mr. Hughes as a candidate for the Presidency; the Convention favours an early revision of the Tariff.

We (N. C. D. News) understand that the Mitsui Bussan Kaisha, acting on behalf of an undisclosed principal or principals, have effected the purchase of the valuable property on Whampoa Road, Shanghai, on which Dr. Macleod's house and the terrace of a foreign house opposite it, on the river front, are situated. The price, or the purposes for which the property will be used, have not yet transpired. It will be remembered that the owners of this property entered a strong protest against the removal of the present Whampoa Road (to the present Whampoa Road) is not unlikely that the present transaction will reopen the question of the position of the jetty.

Wanchai's Water Carts.

THE GOVERNOR TAKES IMMEDIATE ACTION.

QUESTION UNDER CONSIDERATION OF THE SANITARY BOARD.

"An Eastpointer's" letter which appeared in a previous issue of the *Hongkong Telegraph*, complaining of the intolerable nuisance caused at East Point owing to the absence of water carts in that district, has attracted attention in certain quarters. The letter, which we append below, was called from our columns, passed on a piece of foolscap, and sent to the Secretary of the Sanitary Board, by His Excellency the Governor, with the following minute:—"The attention of the S. B. should be directed to this matter."

Our correspondent's letter was as follows:—

"To the Editor of the 'Hongkong Telegraph':—Sir,—Being a constant reader of your most valued journal I take this opportunity of bringing to your attention the deplorable condition of that part of East Point, ranging from Arsenal Street down as far as Causeway Bay, on windy days, on account of the absence of water-carts, when the dust clouds are sometimes so thick that pedestrians have to turn their backs, or shelter their faces, when proceeding along that route in order to avoid being blinded or having their mouths filled with coal dust, not mentioning microbes, etc. It is seldom a water-cart is seen in that district and if one is seen it is generally empty and stationary, and the coolies sitting on the curb-stones enjoying cigarettes. A friend of mine one day, last week asked one of these coolies, why East Point was neglected. Imagine the surprise he got when the coolie replied: 'No can. Too much far way catchee water!'"

It is well-known that each water cart is filled from a stand-pipe outside Murray Barracks, and when empty, has to return there to be refilled, while, in the meantime, the roads already watered have dried up. And this has been allowed to go on for years unheeded by a paternal Government! What about the howls made some weeks ago about the spitting nuisance? Are there not more microbes in a dust cloud than anywhere else?

If a suggestion is required, here are a few:—(1)—Keep one water-cart for the Eastern district alone, and attach to that cart a portable pump so that when the tank goes dry they can re-fill on the spot by means of this pump from the water in the harbour, instead of journeying back to Murray Barracks.

(2)—That in case suggestion No. 1 is "too expensive," why not supply the water-cart coolies with buckets in order to re-fill on the spot?

(3)—If a water-cart is not available for the Eastern district, a gang of coolies with buckets with long spouts could promenade the prays.

These suggestions, if carried out, would not only be beneficial to the public, but would also economize in time and labour, as the coolies would not have the long tramp back to Murray Barracks with an empty cart.—Yours, etc., AN EASTPOINTER.

Hongkong, 23rd March.
The Medical Officer of Health (Dr. W. Pearce) took immediate action, and on the 30th ult. wrote to the district inspector. His letter follows:—

"Please let me know—
1.—How many water carts you have.
2.—The various streets which each cart has to water.
3.—How many bucket coolies you have.
4.—The streets which are watered by the bucket coolies.

"5.—How many places for filling water carts are in your district.
6.—The situation of these.
7.—How many of these are satisfactory.
8.—How many and which of them are unsatisfactory, and the reason for this.
9.—Your reasons for your late complaint that the eastern end of the city could not be properly watered and your suggestions for a remedy for this."

Inspector Reidie replied:—
"1.—I have three water carts for street watering purposes in districts 1-6.
2.—No. 1 cart waters Queen's Road East from Murray Barracks to Arsenal Street, and Praya East to Bowring Canal.
No. 2 cart waters Queen's Road from Murray Barracks to Cleverly Street, Des Voeux Road and Connaught Road, west of Pottinger Street to Cleverly Street.
No. 3 cart waters Des Voeux Road and Connaught Road, east of Pottinger Street, Chater Road, Jackson Road, Pedder Street, Wardley Street, 'ce House Street and 'Garden Road, below Queen's Road."

"3.—Two foremen and twenty coolies are employed with buckets.
4.—They water Robinson Road, Caine Road, Albert Road, Wyndham Street, Hollywood Road, Duddell Street, D'Aguiar Street, Victoria Street, Jubilee Street, Battery Pathway, Garden Road and Ice House Road, above Queen's Road, Queen's Road East from Arsenal Street to Naval Hospital, Wanchai Road and Morrison Road.
5.—There are four places for filling water carts:—
A.—One is situated at the corner of Pottinger Street and Connaught Road Central.
B.—One is situated in Arsenal Street (recently erected).
C.—One in Queen's Road, opposite Murray Barracks.
D.—One in Queen's Road.
E.—Opposite Winchell Market.
6.—A and B are satisfactory.
7.—C is unsatisfactory as the water runs too slow owing to the partially choked condition of pipe.
This supply could be improved by providing larger pipes and inserting cleansing plugs.
D is dry.
8.—The Praya East was very dry for two days previous to my report of the 21st ult., and the

only available supply of fresh water had to be obtained from the hydrant at Murray Barracks. I made a verbal complaint to Dr. Clark previous to the Hongkong Races—that there was a great scarcity of fresh water for street watering purposes in districts 1-5, and consequently Senior Inspector Fisher and myself were asked to indicate on a plan the most suitable places for ten proposed new hydrants for street watering purposes throughout the city and these included the two mentioned in my report of the 21st ult., viz., one at No. 2 Police Station and one at Great George Street. Two more street watering carts are required for the eastern district in addition to the post hydrants indicated on the plan."

On the 4th instant, the Medical Officer of Health wrote as under to the President of the Sanitary Board:—

"Kindly see the above report of the Inspector in charge of street watering in the eastern district. It is undoubtedly true that we have not sufficient water carts and not sufficient hydrants for filling them at present."

"I submit that there should be sufficient to enable all the low level main streets to be watered by them and that bucket coolies should only be employed in streets impassable to carts, in the low levels and in the higher levels."

"The provision of more post hydrants will save time by not compelling carts to return for water over ground just previously watered so much as at present, but more carts are certainly needed. Our carts are much smaller than these in use in England and require more frequent filling. In England, carts are filled at the nearest hydrant after becoming empty. At this time of the year our roads dry very quickly, usually after being watered."

"Our carts have often to be out of use for repairs which increases the difficulty of keeping down dust. We should, I think, have at least ten carts. Will the Government allow the expenditure?"

"Salt water is forbidden for street watering, but until facilities for obtaining enough fresh water are provided it will be impossible to prevent bucket coolies from using salt water rather than go long distances for fresh water."

Mr. Shelton Hooper intimated—I should like to see the contract for watering the streets and the correspondence with the Tramway Company, showing what portion they pay towards the watering."

HONGKONG CHAMAN HONOUR.

MR. NG LEE HING'S ENTERPRISE RECOGNISED.

The Chinese merchant prince of Hongkong, Mr. Ng Lee Hing, who will be better known to our European readers in connection with his donation of \$50,000 for a building for the Hongkong College of Medicine, has come in for honours from the Court at Peking. On the recommendation of H.E. Yung Shi-ki, the special Imperial Trade Commissioner, who passed through Hongkong last year, on a mission of inquiry into Chinese trade and commerce in the East, Mr. Ng Lee Hing has been given the rank of an official of the Fourth Class in the Chinese Court. This signal honour was conferred on the Hongkong merchant for his enterprise in developing trade with China.

"WHEN A DOG IS AT LARGE."

INTERESTING CASE AT THE MAGISTRACY.

"Is a dog at large when it is held by a chain?" This was the question Mr. J. H. Kemp had to decide at the Police Court, to-day, when a couple named Chan Ki, residing at 29, Third Street, summoned Miss A. M. Bateman, a school teacher of Bellis Public School, and living at 26, Bellis Terrace, for allowing a ferocious dog to be at large unmuzzled.

It was stated by the complainant that on the 9th instant, while she was carrying a load of earth in Mosque Terrace, she was attacked by a black and white fox terrier dog and bitten on the calf. The dog was held by a chain. In answer to the question, complainant stated that she did not see the dog, but stated that she believed she brushed against it in passing.

By the defendant—When the dog bit you, did you not take out a ten-cent piece and scratch the wound to make it bleed?

Complainant—No. It was bleeding when I scratched it.

Why did you scratch it then?—I scratched it. The Court—Why?—Because people told me to do so.

The defendant stated that shortly after mid-day, on the 9th instant, she told the coolie to take the dog out along the main road. A short while afterwards she heard a noise outside her house, and heard someone say that her dog had bitten a woman. She did not know how it was possible when the dog was held by a chain.

By the Court—Is the chain a long one? Witness—The ordinary size.

Is your dog ferocious?—It was not, but witness reminded the Court of the fact that she was attacked by robbers in her house some time ago, and she added that she thought it was necessary to have a dog which would stand no nonsense.

The "boy" who had charge of the dog, said that the animal bit the complainant because she brushed against it. Ten minutes after she was bitten, she took out a coin and scratched the wound which made it bleed. The dog was a quiet one, he said, but would bite when touched by strangers.

The Court, in deciding the case, stated that he thought some dogs which were held by a chain were at large, because in the case of a big, ferocious dog, it would pull its holder along the road if it wanted to bite a person. But in this case, the dog was a small one, he was held by a chain, under control of the "boy" and, therefore, was not "at large." The summons was dismissed.

Today's Advertisement.

KAMAKURA KATHIN IN HOTEL, KAMAKURA, JAPAN.

THIS modern Hotel, completely rebuilt, situated on the seashore within easy distance of Yokohama and Tokyo, will be opened during April, under European management.

Charges moderate.

Special terms for families.

Apply—

Hongkong, 14th April, 1908.

E. APPEL, Manager.

THE SANITARY BOARD.

FORTNIGHTLY MEETING.

This afternoon, the usual bi-monthly meeting of the Sanitary Board was held, when the following business was considered:—

THE APPOINTMENT OF MR. MESSER.
The following letter was received from Government relative to the appointment of Mr. C. McL. Messer as secretary of the Sanitary Board:—

Colonial Secretary's Office,
3rd April, 1908.

Sir,—I am directed to acquaint you for the information of the Sanitary Board that His Excellency the Governor has been pleased to appoint Mr. C. McL. Messer, assistant land officer for the New Territories, to act as secretary to the Sanitary Board during the absence on leave of Mr. G. A. Woodcock or until further notice.—I am, etc.

(Sd.) F. H. MAY, Colonial Secretary.

The President,
Sanitary Board.

VEGETABLE MARKET FOR YAU MATI.

Appended is the minute from Government relative to the completion of the work of preparing a site of the vegetable market at Yau mati:—"I have to report that the work of preparing a site for the vegetable market at Yau mati has been completed. The Sanitary Board should be informed of this." This minute was dated 3rd April.

[The estimated cost of building this market is \$500, and the revenue expected will be \$400 a year. No stalls will be needed.]

COMMON LODGING HOUSES.

Correspondence from the Registrar-General recommending the amendment of the definition of "Common Lodging House" was tabled. It is dated 23rd March, and reads:—"I recommend the definition of 'Common Lodging House' be amended to read as follows: (1) Any house or part thereof where usually male persons only are housed—not being members of the same family—to the number of ten persons and upwards; unless the Board shall decide that the persons do not belong to the labouring, mechanic or artisan class. (2) Any permanent structure in which employers of labour lodge their employees, such employees not being domestic servants or shopmen."

The present definition is made so wide that it includes a great many premises it was never intended to include. The houses for which it was intended to legislate were "coolie houses," but many other premises are now included and every now and then the question comes up for discussion at the Board and the Board assumes a discretion which it does not legally possess and decides not to enforce the law as it stands.

The bye-laws also might be amended with utility. They are obviously adopted from the regulations for common lodging houses in England, but I do not think such a thing as a common lodging house exists in Hongkong; the nearest approach to it is an opium den. I suggest that the bye-laws should run as follows:—

1.—No amendment. Omit word "Common."

2.—Before a house can be registered as a common lodging house, an application must be made to the Registrar-General setting forth the situation of the house and the number of the rooms to be set apart for lodgers.

Note:—No need for schedule; the cubic capacity is a criterion by the Sanitary Department.

3.—No amendment.

4.—Any house to be registered as a common lodging house must be substantially built and in a good state of repair, and must be adequately lit and ventilated to the satisfaction of the Board, and all the rooms which are to be used as sleeping rooms must be on all sides above the level of the ground immediately surrounding the house. The house drains must be in good order and constructed in accordance with the bye-laws regulating house drainage; and there must be adequate kitchen, wash and ash bin accommodation.

Note:—No special ablution accommodation is ever required and no privy accommodation, nor are cisterns required.

5.—No amendment.

6.—Before any person can be licensed as a keeper of a common lodging house an application must be made to the Registrar-General, and such application must be accompanied, unless the Registrar-General shall consider it necessary, by a certificate of character from one or more householders, to be approved of by the Registrar-General, who shall give security for the carrying out of the regulation by the licensed keeper.

Note:—There is no need for the Dock Company, for instance, to find security, nor a Chinese firm or shop.

7.—No amendment.

8.—No amendment.

9.—No amendment.

10.—No amendment.

11.—No amendment.

12.—No amendment.

12 should be cancelled; it could never be enforced.

13.—No amendment.

14.—The keeper of a common lodging house shall at all times keep his premises in a clean and wholesome condition. He shall cause every room, passage, and stair to be thoroughly swept at least once a day.

Note:—The part omitted is inapplicable to a coolie house.

15.—No amendment.

16.—Cancel.

Note:—Bye-law 16 is unnecessary. The law is sufficient in itself for the purpose.

From (a) "Form of Common Lodging House Register" can be amended by leaving out:—
Number of sleeping rooms
Number of kitchens
Number of closets
Nature of water supply.

The term "Common Lodging House" should be altered to "Lodging House." Admission cannot be obtained to the ordinary coolie house for the night simply by payment.

S. 40 might be amended by omitting the provision requiring the keeping of a register. I do not think such a provision could ever be enforced or is necessary. Sufficient control is given by a knowledge of the name of the keeper."

(Sd.) A. W. BREWIN, Registrar-General.

The Medical Officer of Health intimated—I agree with the Hon. Registrar-General that the common lodging house as found in England is not found in this Colony.

With regard to the proposed amendments, I suggest that in bye-law 4 we retain the provisions as to ablution and privy accommodation and also that of water supply.

In the ordinary coolie house the kitchen tap supplies ablution accommodation and very often a public latrine in the neighbourhood all the privy accommodation needed. The usual water but supplies water when the service is not constant. These provisions do not press kindly on the coolie class. But it is especially with reference to the second part of the definition of a C. to H. that these provisions are valuable as when several hundred men are lodged by a firm in one building. The other suggestions of the Hon. R. G. I agree with.

The Registrar-General—I agree with the M. O. H. I had forgotten for the time the application of the bye-law to a building occupied by a large number of employees. The number of such buildings will probably increase in Hongkong.

PUBLIC LATRINES.
The following is a minute of the Medical Officer of Health relative to the public latrine bye-laws:—

The public latrine bye-laws do not contain any clause compelling the occupiers of excreta and urine to be of non-absorbent material. I recommend the following additional bye-law:—

1.—All receptacles for night soil and urine shall be movable and water-tight and shall be constructed of such material and in such form as the Board may approve.

2.—I would recommend that the Board approve for such purpose of the standard pattern night soil pan and iron urinals used at present in Government owned public latrines.

Mr. Shelton Hooper intimated—I agree with the M. O. H.

The Director of Public Works—it would be well to specify that they are to be of non-absorbent material. Earthenware is preferable to iron for such purposes.

FURNACE FOR SUGAR BOILING.
An application was received from Messrs. Wister and Raven, architects and surveyors, asking for a modification of the requirements of section 180 of the P. H. and B. Ordinance, 1903, in respect to No. 164, Queen's Road West. It reads:—

Sir,—With reference to plan deposited with the Building Authority showing extension at kitchen at the above premises in order to erect a furnace for the purpose of boiling sugar, we beg to apply for this modification of Section 180 of the P. H. and B. Ordinance of 1903. We would point out that as we intend removing the latrines in the yards of these premises, the extension of this kitchen allows more open space than at present exists.

We have, etc.
(Sd.) WEAVER AND RAVEN.

The Medical Officer of Health intimated—I do not think that the proposed work is an infringement of Section 180.

Mr. Shelton Hooper—If, as the M. O. H. says, there is no infringement, why does it come before us?

The Director of Public Works—Sec. 180, S. 5, (6) only permits the erection of kitchens, bath rooms and latrines in the yards. The proposed structure does not come under any of these designations.

PROSECUTIONS BY SANITARY INSPECTOR.
The following minutes were read relative to the authority of Inspector Sutherland to take proceedings when authorized to do so by the Board.

Mr. Shelton Hooper—This seems unnecessary, as an Inspector ever prosecutes without sanction of the M. O. H. The prosecution should be by M. O. H. and the Inspector called as witness.

The Superintendent of Police—Inspector Sutherland says, because the Inspector is M. O. H. since the application of the bye-law.

Inspector Sutherland—

Intimations.



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AGENTS

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MACHINES.

A comprehensive stock

MACHINES & RECORDS.



Hongkong, 27th February, 1908.

PEAK TRAMWAYS COMPANY LIMITED.

TIME TABLE.

WEEK DAYS.
7.00 a.m. to 9.30 a.m. ... Every 10 minutes.
9.30 a.m. to 11.00 a.m. ... Every 15 minutes.
11.00 a.m. to 12.45 p.m. ... Every 15 minutes.
12.45 p.m. to 1.15 p.m. ... Every 15 minutes.
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m. to 2.15 p.m. ... Every 15 minutes.
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.
3.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 8.00 p.m. ... Every 10 minutes.

NIGHT CARS.
8.45 p.m. and 9 p.m. 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.
8.00 a.m. to 9.00 a.m. ... Every 15 minutes.
9.00 a.m. to 9.30 a.m. ... Every 35 minutes.
9.30 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.
11.00 a.m. to 12.00 noon ... Every 15 minutes.
12.00 noon to 1.00 p.m. ... Every 10 minutes.
1.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 6.00 p.m. ... Every 10 minutes.
6.00 p.m. to 7.00 p.m. ... Every 15 minutes.
7.00 p.m. to 8.00 p.m. ... Every 10 minutes.

NIGHT CARS on Week Days.
Extra cars at 5.15 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON, General Managers, Hongkong, 4th June, 1907.

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

GROUND FLOOR, ST. GEORGE'S BUILDING, HONGKONG; SOAP AND SODA MANUFACTURERS.

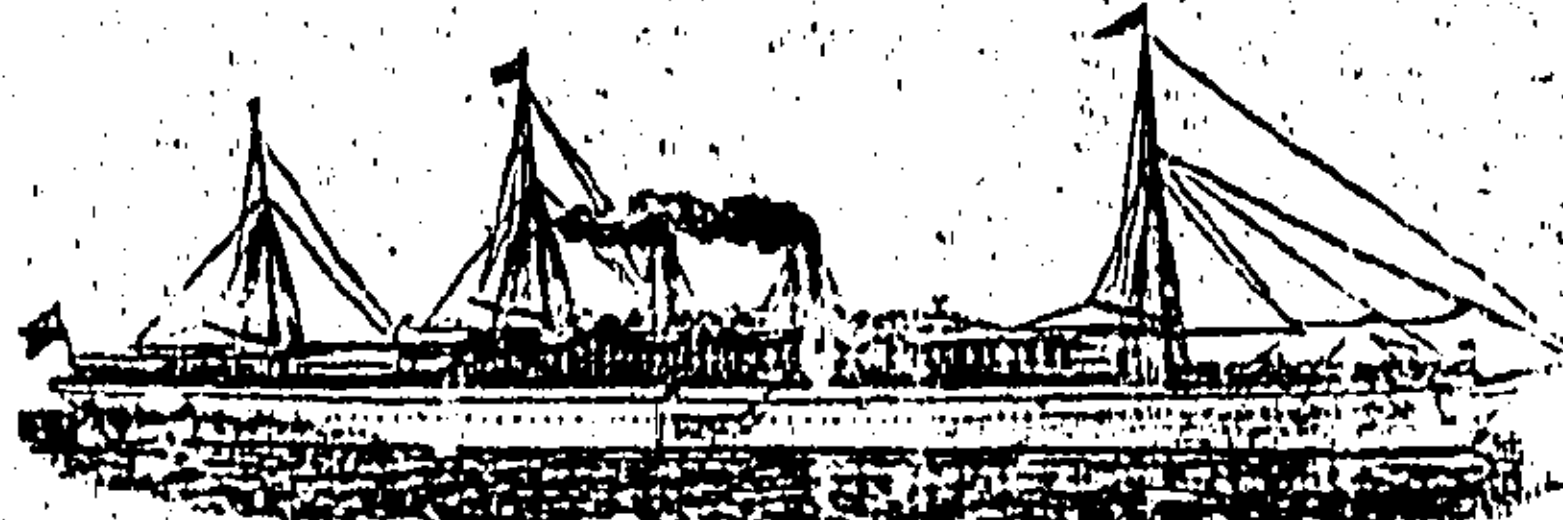
SOLE AGENTS FOR HARTMANN'S BAKING POWDER, HARTMANN'S GREY PAINT, DAINIKI PATENT MOTOR LAUNCHES, etc.

SOLE AGENTS FOR FERGUSON'S SPECIAL CREAM and P. A. O. SPECIAL LIQUOR SMOOTH WHISKY, etc.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.

REASONABLE PRICES.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under Eleven Days across the Pacific to the "Empress Line." Saving 5 to 10 Days Ocean Travel.

11 Days YOKOHAMA to VANCOUVER. 18 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration.)

R.M.S.	Tons	Leave Hongkong	Arrive Vancouver
"MONTEAGLE"	5,163	WEDNESDAY, April 22nd	May 16th
"EMPRESS OF JAPAN"	5,000	THURSDAY, May 7th	May 25th
"GLENFARG"	3,700	WEDNESDAY, May 20th	June 18th
"EMPRESS OF CHINA"	5,000	THURSDAY, June 4th	June 22nd
"LENNOX"	3,700	WEDNESDAY, June 17th	July 16th
"EMPRESS OF INDIA"	5,000	THURSDAY, July 2nd	July 20th

S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers.
"EMPRESS" steamships depart from Hongkong at 4 P.M., S.S. "MONTEAGLE,"
"LENNOX" and "GLENFARG" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., and at QUEBEC, with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days, from YOKOHAMA, and 20 days from HONGKONG.

Hongkong to London, 1st Class, via S. Lawrence River Lines or New York £75.10. Hongkong to London, Intermediate on

Steamers, and 1st Class on Railways, via S. Lawrence £40. Via New York £42.

First-class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.

R.M.S. "MONTEAGLE" carries "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to

Hongkong, 9th April, 1908. D. W. CRADDOCK, General Traffic Agent for China, Corner Paddar Street and Praya.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SHANGHAI VIA SWATOW	"HONGKONG"	WED. DAY, 15th April, Noon.
SGAPORE, PENANG & CALCUTTA	"HONGKONG"	THURSDAY, 16th April, 3 P.M.
TIENTSIN	"HONGKONG"	THURSDAY, 16th April, Noon.
MANILA	"HONGKONG"	FRIDAY, 7th April, 4 P.M.
MANILA	"HONGKONG"	FRIDAY, 24th April, 4 P.M.
SHANGHAI, YOKOHAMA, KOBE	"HONGKONG"	FRIDAY, 1st May, Noon.

RETURN TOURS TO JAPAN.

Occurring every 3 weeks for Shanghai and Yokohama (via Inland Sea) returning via Kobe and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin and Newchwang.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LD., General Managers.

Telephone No. 61. Hongkong, 14th April, 1908.

CHINA NAVIGATION CO., LIMITED.

For	Steamers	To Sail
MANILA	"TAMING"	15th April, 4 P.M.
TSINGTAU, CHEFOO & NEWCHANG	"KWEIYANG"	16th "
HOIHOW & HAIPHONG	"HUPEH"	17th " 9 A.M.
SHANGHAI	"YOKOHAMA"	21st " 4 P.M.
MANILA, ZAMBOANGA & AUSTRALIA	"CHANGSHA"	21st "
WEHAIWEI & TIENTSIN	"KURICHOW"	21st "
CEBU & ILOILO	"SUNGKANG"	25th "
KOBE	"CHINGTU"	28th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 13th April, 1908.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried. All the most up-to-date arrangements for comfort of Passengers.

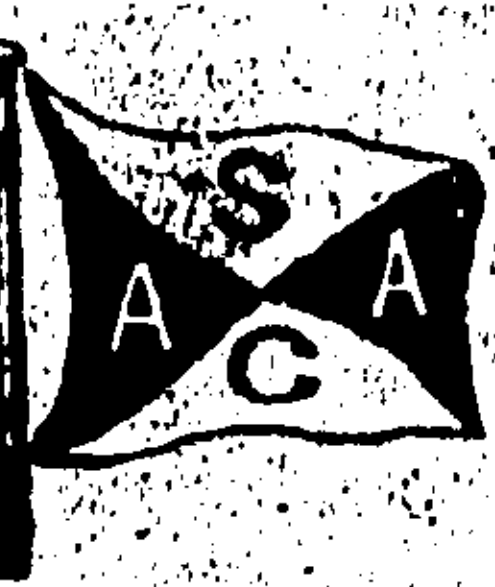
CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 18th April, at Noon.
RUBI	2540	Almond	"	SATURDAY, 25th April, at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO., GENERAL MANAGERS.

Hongkong, 10th April, 1908.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK.
(With Liberty to Call at the Malabar Coast.)

Steamship "LOWTHER CASTLE" On or about the 31st May, 1908.

For Freight and further information, apply to

SHEWAN, TOMES & CO., General Agents.

Hongkong, 8th April, 1908.

Shipping—Steamers.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICA and SOUTH AFRICAN PORTS.)

THE Steamship

"MALTA" Captain C. H. Topley, carrying His Majesty's Mails, will be despatched from the above ports, on SATURDAY, the 18th April, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. "Himalaya," 7,000 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Calcutta," due in London on 30th May, 1908.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

F. J. ABBOTT, Acting Superintendent.

Hongkong, 4th April, 1908.

THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK.

(With liberty to call at Malabar Coast.)

THE Steamship

"TUDOR PRINCE," Captain Macdonald, will leave for the above ports, on or about TUESDAY, 21st April. For Freight, apply to

ARNHOLD, KARBURG & Co., Agents.

Hongkong, 11th March, 1908.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA, VIA

MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing
Kumakura	6,232	Cowley	1908.
Shawmut	9,066	Roberts	14th May.
Tremont	9,066	Garlick	30th May.

CHEAP FARES, EXCELLENT ACCOMMODATION

ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. "Shawmut" and "Tremont" are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensure steadiness at sea. Electric fan in each room. Barber's shop and steam-laundry. Cargo carried in cold storage.

Parcel Express to the UNITED STATES AND CANADA.

For further information, apply to

DODWELL & CO., LIMITED, General Agents.

Queen's Buildings, Hongkong, 18th March, 1908.

FOR SAN FRANCISCO VIA PORTS.

THE Steamship

"CLAN MACMILLAN" will be despatched for the above Ports early in May.

For Freight, apply to

SHEWAN, TOMES & Co., Agents.

Hongkong, 10th April, 1908.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. H. W. WALKER.

"KWONG SAI" Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 3.30 every evening, (Sunday excepted).

These Fine New Steamers have unexcelled accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey.....\$4

Meals.....\$1.50 each

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.,

SHIU ON S.S. CO., LD.,

No. 8, Queen's Road West.

Hongkong, 2nd July, 1907.

Shipping—Steamers.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAITAN," Captain Roach, will be despatched for the above Ports, TO-MORROW, the 15th inst., at 1 o'clock P.M.

For Freight or Passage, apply to

DOUGLAS LARRAIK & Co., General Managers.

Hongkong, 14th April, 1908.

FOR SHANGHAI, YOKOHAMA, MOJI AND NAGASAKI.

THE Steamship

"GREGORY APCAR," Captain S. H. Nelson, will be despatched for the above Ports, on THURSDAY, the 16th inst., at 3 P.M.

This Steamer has Superior Accommodation for Passengers, and is installed throughout with Electric Light and carries a duly certified Doctor.

For Freight or Passage, apply to

DAVID SASSOON & Co., LIMITED, Agents.

Hongkong, 13th April, 1908.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE," Captain Helms, will be despatched as above on SATURDAY, the 15th April, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 30th March, 1908.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK.

S.S. "SIKH" 28th April, 1908

For Freight and further information, apply to

DODWELL & Co., LIMITED, Agents.

Hongkong, 3rd April, 1908.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, CALLAO AND

IQUIQUE VIA JAPAN PORTS (KARATSU, KOBE AND YOKOHAMA).

With liberty to call at HONOLULU and SALINA CRUZ.

Steamers Tons To sail

KASATO MARU 6,100

Taking Freight and Passengers to other Eastern and Western Coast ports of South America in connection with Steamers of the Pacific S. N. Co.

For further information as to Freight and Passage, apply to

K. MATSUDA, Manager, York Building.

Hongkong, 6th April, 1908.

Intimations.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.00 per Cask ex Factory.

In Bags of 50 lbs. net \$3.00 per Bag ex Factory.

SHEWAN TOMES & Co., General Managers.

Hongkong, 3rd October, 1907.

LEE YEE

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND

TOILET REQUISITES

FOR SALE.

12, DAQUAN STREET.

HONGKONG.

Hongkong, 2nd September, 1907.

HONGKONG AVERAGE MARKET PRICES.

Corrected 11th April, 1908. per 5 Mts.

BUTCHER MEAT.

Beef sirloin & prime cut—Mei Lung Pa 18

" Corned—Ham Ngau Yuk 19

" Roast—Shiu 18

" Breast—Ngau Lam 15

" Soup Tong Yuk 15

" Steak—Ngau Yik Pa 18

" Sirloin—Ngau Lau 26

" Sausages—Ngau Yik Chaung 26

Bullock's Brains— " Know 10

" Tongue fresh—Ngau Li 50

" Corned—Ham Ngau Li 55

" Head—Ngau Tau 80

" Heart—Ngau Sum 12

" Hump, Salt—Ngau Kin 18

" Feet—Ngau Keok 18

" Kidneys—Ngau Yiu 10

" Tail—Ngau Mei 17

" Liver—Ngau Con 12

" Tripe (undressed)—Ngau To 7

Calves' Head and Feet—Ngau-chai 10

" tau-keok 10

Mutton Chop—Yeung Tai Kwat 22

" Leg—Yeung Tai 22

" Shoulder—Yeung Shau 20

Pigs' Chilling—Chi Cheong 23

" Brains—Chi Know 2

" Feet—Chi Keok 12

" Fry—Chi Chak 15

" Head—Chi Tau 18

" Heart—Chi Sum 7

" Kidneys—Chi Yiu 28

" Liver—Chi Kon 23

Pork Chop—Chi Tai Kwat 23

" Corned—Ham Chu Yuk 2

" Leg—Chu Pei 23

" Fat or Lard—Chu Yau 18

Sheep's Head and Feet—Yeung Tau 50

" Kook 6

" Heart—Yeung Sum 6

" Kidneys—Yeung Yiu 10

" Liver—Yeung Con 22

Sucking Pigs, To Order—Chu Chai 22

Suet Beef—Sang Ngau Yau 20

" Mutton—Sang Yeung Yau 24

Veal—Ngau Chai Yuk 20

" Sausages—Ngau Chai Yuk Tong 20

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